(d) whether it is a fact that on the 18th July, 1992 there was a train accident near Kalva;

(e) if so, the details thereof;

(f) what long-term measures Government propose to take to see that accidents do not take place on the Bombay suburban network; and

(g) what steps Government propose to take to improve the efficiency and to increase the amenities for the bne -fit of the Bombay suburban Railway Commuters?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALUKARJUN): (a) and (b) There were 7 consequential train accidents comprising 2 collisions, 3 derailments an 2 cases of fire in trains on Bombay suburban sections of Central and Western Railways during the period 1-44989 to 31-3-1992.

(c) No, Sir.

(d) and (e) Yes, Sir, K-75 Bombay VT-Kalyan EMU Local side-collided with A-56 Ambernath-Bombay VT Local between Kalva and Mumbra stations of Central Railway resulting in the death of one person and injury to 21 persons.

(f) Auxiliary Warning System t° pre vent the driver from passing signal at danger has already been installed on Churchgate-Virar section and Harbour Line. Work on Bombay VT-Kalyan section i$ *in* progress. Construction of road-oyer-bridges in replacement of level crossings is proposed as and when spon sored by State Governments on cost sharing basis. Encroachments and hut ments in operational areas are being re moved in association with State Govern ment and Local Authorities.

(g) Improving of efficiency and aug mentation of passenger amenities is a continuous process. The required ameni ties are provided at stations, subject to availability of funds and comparable needs of various stations. A number of pansengtx amenities have been progres-sriely increased over the years,

Railway accidents at Asansol

3949. SHRI SUNIL BASU RAY; Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that there were two accidents at Asansol Railway Station during 16—20th July, 1992;

(b) if so, what are the details including the causeg thereof; and

(c) the action taken thereon?

THE MINISTER OF STATE. IN THE MINISTRY OF RAILWAYS (SHRI MALUKARJUN); Yes, Sir.

On 16.7,92, 69 metres of a 400 metre long wall adjoining Asansol Departure Yard collapsed on account of an unauthorised bole of about three feet having been created in the wall by some unknown people, followed by navy rains. As a consequence one man working in a small unauthorised cycle shop on the other side of the wall reportedly expired.

The Railways are making arrangements to repair the boundary wall and approach civil authorities to prevent unauthorised persons to disturb this wall in future.

On 19.7.92, there was a collision between 6 AP Asansol-Prulia Passenger and 9/NRPA Goods Special on platform No. 2 at Asansol Station. In this accident, 1 person got killed and 8 others injured, including 2 grievous.

Rs. 5,000/- to the next of the kin of the deceased, Rs. 2,000/- each to the grievously injured and Rs. 1,000/- each to the persons who sustained simple injuries have been paid as ex-gratia.

The accident is being inquired into by, the Commissioner of Railway Safety, Eastern Circle, and according to the provisional findings, the accident occurred as a result of over-shooting of the Home Signal by the Goods train, due to non-application of the brakes of BCN wagons.